



House of Representatives
Washington, DC 20515

May 11, 2018

Mr. Richard Anderson
President and CEO
Amtrak
60 Massachusetts Avenue, NE
Washington, D.C. 20002

Dear Mr. Anderson:

We are writing to you concerning the East Side Access project and our concern about Amtrak's commitment to seeing this project is completed in a timely manner.

It is our understanding that there is an urgent need for as few as 15-20 additional Amtrak employees above the existing workforce assigned to Harold Interlocking at Sunnyside Yards on a daily basis. There is a special need to focus on additional Electric Traction Linemen.

As you know, completion of the East Side Access project will provide many regional benefits:

- It will connect the Long Island Railroad (LIRR) to Grand Central Terminal allowing for more frequent and more reliable service to and from the City. Together with the Third Track, this project will enable a 45% increase in peak-hour service to Manhattan, including the opportunity to run peak hour service TO Long Island, thus opening up new job opportunity to New York City residents.
- It will give LIRR customers another way in and out of Manhattan. As Superstorm Sandy demonstrated, we need redundancy in our East River crossings. More than 300,000 people commute each day on the LIRR. Without other egress options, natural disasters, equipment breakdowns and train derailments cause havoc to the daily commute and safety of hundreds of thousands of Long Island residents.
- It will allow Metro North to provide service to four new stations in the East Bronx once the opening of the LIRR in Grand Central frees up slots in Penn Station.
- It will provide a world-class connection from New York City to JFK Airport via Jamaica and Air Train in roughly 40 minutes.

The East Side Access project was originally scheduled to cost \$3.5 billion and be finished by 2008. Cost overruns and delays mean the project will now cost \$11 billion with an anticipated completion date in 2022. We understand that delays in rebuilding Harold

Interlocking at Sunnyside Yards is exacerbating these delays. This is the busiest railroad intersection in North America, with 800 LIRR, Amtrak and New Jersey Transit trains passing daily. Harold is being completely rebuilt – signals, tracks, bridges, electric power, etc. – at MTA expense; however, the work here is struggling in large part due to Amtrak's failure to provide enough tradesmen to do the work reserved for Amtrak and/or to supervise contractors working for MTA. We have been advised that in the past year, Amtrak has provided less than 40% of the workforce needed to do the planned work. Since 2014, Amtrak's failure to perform has cost the project an estimated \$340 million.

This situation is of grave concern to us as it affects the quality of life of our constituents. We understand that a commitment by Amtrak to provide these additional workers will alleviate the situation and would avert further delays. We are therefore writing to ask you to immediately provide the human resources that are needed to keep this project on schedule.

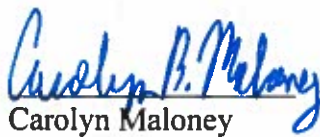
We stand ready to discuss any concern you may have and look forward to working with you to make the East Side Access project a reality by 2022.

With kindest regards, we are

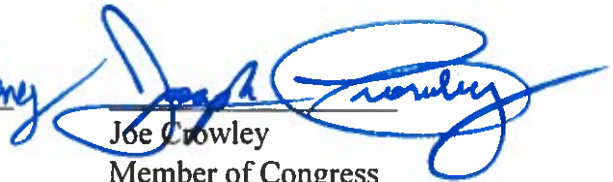
Sincerely,



Thomas R. Suozzi
Member of Congress



Carolyn Maloney
Member of Congress



Joe Crowley
Member of Congress